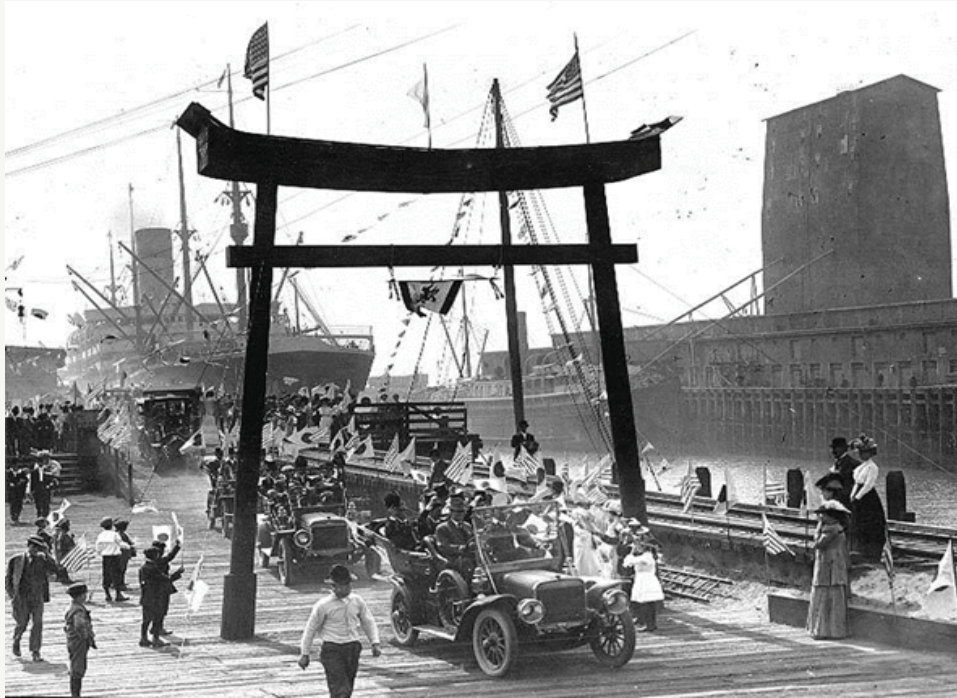


# QUEEN ANNE COBBLESTONE

MARCH 2012

*Membership Meeting Features Washington Ports*  
*Set Your Calendar: Thursday March 22, 7 pm*



JAPANESE TRADE DELEGATION'S ARRIVAL, GREAT NORTHERN STEAMSHIP CO. DOCK, SMITH'S COVE, 9/1/1909, IN TIME FOR THE ALASKA-YUKON-PACIFIC EXPOSITION.

*You Can See It From Here* is the title of **Kit Oldham's** presentation to the Queen Anne Historical Society at its regular public meeting set for March 22, 2012 at the former Seventh Church of Christ, Scientist, located at 2555 8th Avenue, West (corner of West Halladay Street). Oldham will focus on the history of Washington ports with special mention of the Maritime Strike of 1934 an important port event you could definitely observe from a lot of spots on Queen Anne. During the strike, longshoremen faced off with police and strikebreakers in a series of daily skirmishes that became known as "The Battle of Smith Cove".<sup>1</sup>

Oldham is a writer and editor at [www.HistoryLink.org](http://www.HistoryLink.org) and the author of more than 200 essays on topics that include Washington public ports, land-use regulation and governance, biographies of political and historical figures, thumbnail histories of Washington counties and cities, and many other aspects of state history. Oldham will be joined by Jennifer Ott, a senior historian/writer at [www.HistoryLink.org](http://www.HistoryLink.org).

So come on out and learn about Smith's Cove, the history of the big grain elevator that obscures those great views of Elliott Bay and why the Port of Longview is so special. You'll leave understanding the power of port commissioners and the justification for creating separate governments to manage our shorelines.

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Oldham's books (some of which will be on sale at the March 22 meeting) include:

[Public Ports in Washington: The First Century, 1911-2011](#) (Washington Public Ports Association, 2011)

[Rising Tides and Tailwinds: The Story of the Port of Seattle, 1911-2011](#) with Peter Blecha (Port of Seattle, 2011)

[Moving Washington Timeline: The First Century of the Washington State Department of Transportation, 1905-2005](#) with Walt Crowley (HistoryLink, 2005)

In addition to his fantastic work as a local historian, Oldham is an attorney in private practice with more than 17 years of experience in the greater Seattle area.

<sup>1</sup> With the support of the Teamsters, the strikers almost completely shut down rail and truck traffic in and out of the cove. Police beat longshoremen; longshoremen beat strikebreakers. There were several fatal bombings and shootings around the city, but Smith Cove was the focus of activity. On July 20, 1934 Mayor Charles L. Smith led the police in an attack on 2,000 longshoremen; the police used tear gas and clubs. On July 25 the strike was settled, but Seattle lost much of its maritime traffic to the Port of Los Angeles.



## *Saved: This Historic Counterbalance Trolley Line, Our Route #2*

By Michael Herschensohn

At its February meeting, the board of directors of the Queen Anne Historical Society voted to alert our friend Larry Phillips and other King County Councilmembers of its objection to shutting down Route 2.

Route 2 now begins at the cemetery, chugs over 6<sup>th</sup> Ave W., crosses west to east on Galer and then surges down the Counterbalance to Uptown. Your board feared that ending the historic Counterbalance line would be a sad day in maintaining awareness of local history. We also mentioned the terrible inconveniences the elimination of the 2 might cause elderly, handicapped and other traditional users. We were seconded by a vocal group at the Mt. Baker end of the line and our friends at Town Hall who are among the best manipulators of social media in the city.



THIS MAN IS GETTING READY TO CONNECT THE TROLLEY TO THE COUNTERBALANCE ON AUGUST 10, 1940, ITS LAST DAY IN OPERATION.



HOOKING THE TROLLEY TO THE COUNTERBALANCE IN 1937 BEFORE A RUN DOWN THE HILL.

While anyone born before 1940 when the last electric trolley ran down the Counterbalance will tell you, the trolleys on the hill, known for the last 70 years as the 1, 2, 3, and 4 (we have some work to do on the history of the 13) have played an integral part in the life of our corner of town since the turn of the 20<sup>th</sup> century. In the first decades of that long ago time before the automobile, only the rich kept horses and carriages on the hill and anyone going to work, to shopping, to school, parties and funerals took the trolley.

It might be a good time to revisit the brief description of the line from the society's book, Queen Anne Community on the Hill where on page 97 you'll find a picture of the actual

The west Queen Anne line, popularly known as the Counterbalance route, came straight up Queen Anne Avenue. In 1905 this line replaced the old Front Street cable line that ran up the hill as far ... as Highland Drive. The Counterbalance was a simple, efficient system for getting the trolley p the steep hill. At the foot of the hill the motorman or conductor got out and attached the car to a "shoe" which in turn was attached to a huge underground counterweight equal to the weight of the trolley car. When the car was at the bottom of the hill, the counterweight was at the top, and vice versa. When the car reached the top of the hill the counterweight was disconnected near Lee Street, a block and a half above Highland Drive. The west Queen Anne streetcar then proceeded on to Sixth Avenue West where the route terminated at Sixth Avenue West and McGraw Street.

Counterbalance and this text:

I have a friend who claims to have seen the actual weight when poking around recently under the intersection of Roy and Queen Anne Avenue. This news may have thrilled local historians, but a cry of joy rippled through the community when the county shared the news that shutting down routes 2 and 4 would be put off and reconsidered.

The Queen Anne Historical Society is proud to have had a role, however small, in influencing the decision to save our historic Counterbalance route.



CAR 312 PASSING THE LEONA APARTMENTS IN THIS UNDATED PHOTO (IN THE 1920'S). THE HOUSE AT RIGHT HAS BEEN DEMOLISHED.

### OUR MISSION STATEMENT

THE MISSION OF THE  
QUEEN ANNE HISTORICAL  
SOCIETY IS TO RECORD  
AND PRESERVE, IN  
PERMANENT FORM, THE  
HISTORY OF THE SETTLING  
OF THE QUEEN ANNE  
COMMUNITY IN SEATTLE,  
WA AND TO DEVELOP  
WITHIN THE COMMUNITY  
AN APPRECIATION  
AND CONCERN FOR ITS  
HISTORY AND ITS  
HISTORICAL SITES.



## Kim's Musing's: Century 21 Exposition

*Part Two of a continuing series of the 1962 Seattle World's Fair*

**By Kim Turner**

So, having watched the construction of the Space Needle, Washington State Coliseum, northwest court and the many fountains, my sister, Sidney Carol (Turner) Noel, took her camera to the fairgrounds whenever she could, to capture some of the development and completion of the fairground structures. She represented our family at the Opening Day festivities as I mentioned in the last issue of the Cobblestone. April's gray weather gave way to the abundant sunshine of May and June. I had completed my first year of work at the downtown library on May 10<sup>th</sup>, and turned 19 on June 7<sup>th</sup>. My godparents, Gene and Margaret Ferney, accompanied us down to the fairgrounds for a special kind of celebration, going into the Food Circus to sample some of their wares. It was always a busy area, as was just getting into the grounds, as there was always a good crowd waiting to enter. You used one of your tickets, or one of the Exposition copper coins, entering through turnstiles located at each of the four sides of the grounds. So June 7<sup>th</sup> was my introduction to the Mongolian Grilled Steak Sandwich, dripping with good juices, the combination of fresh celery and strips of thin, perfectly grilled beef, all nearly enclosed in the savory buns in which the mixture was stuffed. Absolutely delicious –

one of my favorites for many years thereafter, as a family-operated venue which gave a lot of us our first taste of more exotic flavors. Along with that, I had another Orange Julius, which I had come to enjoy rather more than my waistline would like. The pleasure of riding the Ferris Wheel in the Gayway area of the fairgrounds was another treat. We all rode the big wheel, and could see our home from over the top of the Seattle High School Memorial Stadium each time the wheel took us up to its highest point. The Polynesia shop, next to the Gayway, was a beautifully designed building, and like nothing else in Seattle at the time.



**A RENDERING OF THE GAYWAY.  
COURTESY OF KCTS9**

I did not ride on the Wild Mouse that evening, as I don't normally do rides after eating. We had time to take the elevator to the top (Eye) of the Needle, so that was enough pleasure for the night, walking all the

way around the observation deck, seeing all of our homes (current and former) scattered along the southeast slope of Queen Anne Hill, and my Alma Mater, Queen Anne High School, looking somewhat dwarfed by our height and distance away. It was a great way to celebrate one's birthday, and would remain as a fond memory from thence forward.

Late June and early July brought my Mom's eldest sister, Arline Ovens, and her youngest son, Mike, my cousin, to stay with us for a few weeks. This meant more time for the fair, and I took several vacation days for the opportunity. We explored the various buildings and exhibits. I purchased postage stamps from the Thailand Exhibit, stamps with the Fair's logo on them, and also bought covers cancelled at the Space Needle Post office. We took the Skyride across the grounds from the northwest corner to the area adjacent to the Alweg Monorail Station, in the roughly southeast corner of the grounds. Mike kept his eyes closed the whole six-minutes or so of the crossing, although we were only about 40-50 feet above the ground at the highest point on the system. He later served as a Marine paratrooper in Vietnam. I never asked him how he managed to overcome his aversion to heights – I probably should now, since it is all so very far behind us. All in all, it was a great time, and Mike enjoyed the views from the Top of the Needle as much as the rest of us, although he faced the back of the elevator the whole time it went up.

(Continued next issue)

## At Your Service ...

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The Archives of the Society are located in Bayview Manor, 11 W. Aloha St., Seattle, WA 98119